

Bicycle Advisory Council (BAC) Recommendation:

Dockless Mobility Regulations

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, missing, inadequate, or defective bicycle facilities reduce the number of people able to confidently use bicycles as a mode of transportation;

WHEREAS, departments under the purview of the City Manager and City Council are responsible for providing safe and equitable access to all methods of transportation and reaching bicycle mobility goals as adopted by the City Council in the Austin Bicycle Master Plan;

WHEREAS, new innovations such as dockless mobility units are increasing in number, putting pressures on existing bicycle infrastructure;

NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends that the following edits be incorporated into the final regulations for dockless mobility units:

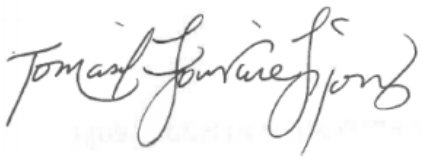
1. Definitions – No edits suggested
2. Dockless Mobility Units
 - o Replace “shall” with “must” in order to denote a condition precedent which means that the parties are required to comply with the terms of licensure.
 - o Simplify Section C to read as follows
 - i. Dockless Mobility Units must be equipped with a brake.
 - ii. All dockless mobility units must be equipped with lighting as there are no units that are restricted to day use only. Lighting requirements include:
 1. A lamp on the front of the unit that emits a white light visible from a distance of a least 500 feet in front of the unit.
 2. A lamp on the rear of the unit that emits a red light visible from 500 feet to the rear of the unit.
 3. Lights must remain on at all times the unit is in use as well as for 90 seconds after the unit has stopped moving.
3. Service Area and Size of Fleet
 - o Add to 3(i) 5. Use of safer unit types as evidenced in section 7 (H)
4. Safety
 - o Replace “shall” with “must” in order to denote a condition precedent which means that the parties are required to comply with the terms of licensure.
 - o Revise Section H to read as follows
 - i. Licensees agree to educate users on lawful and safe use of the dockless mobility units including encouraging users to obey traffic control devices and ride with the flow of traffic.
5. Parking – no edits suggested
6. Operations and Customer Service

- Add Section H to cite the section of City Code that governs sidewalk riding.
- Revise C.1. Pedestrians First – People operating dockless mobility units must yield to people walking.
- 7. Privacy, Data Reporting, and Sharing – No edits suggested
- 8. Insurance, Performance, Bond, and Fees
 - Add Section F to read as follows
 - i. Licensees shall be assessed an additional, ongoing per-unit fee to be held in a dedicated fund and utilized for new and improved bike lanes and to create single racks and corrals to accommodate increased demand for parking spaces by dockless mobility units. Racks and corrals must follow the City of Austin Active Transportation Division’s rack and corral design criteria. The requirement for use of high security fasteners is mandated.
- 9. General – No edits suggested

Date of Approval: October 16, 2018

Record of the vote: 9-0

Attest:

A handwritten signature in black ink, appearing to read "Tomasita Louviere-Lignons". The signature is fluid and cursive, with the first name "Tomasita" being more prominent.

Tomasita Louviere-Lignons, BAC Chair